

[FE-31-98](#) (document link)

**SUMMARY FOR FE-31-98:**  
**SELECTED AND POSSIBLE CONTRIBUTING FACTORS**

**SELECTED FACTORS**

**Railroad:** Illinois Central Railroad Company

**Location:** Baton Rouge, Louisiana

**Region:** Region 5

**Month:** November

**Date:** 11/18/98

**Time:** 12:15 p.m., CST

**Data for Fatally Injured Employee(s)**

**Carman**

56 years old

31 years of service

Last rules training: November 1998

Last safety training: Weekly Meetings

Last physical: September 1997

**Data for All Employees (Craft, Positions, Activity)**

**Craft:** MOE

**Positions:**

**Yard Crew**

Two Carmen

Conductor

Brakeman

Yardmaster

UP Crew for Train LLL 44-18 (Local Livonia, Louisiana)

Crew for outbound Train LBRGE (Local Baton Rouge to Geisner, Louisiana)

**Activities which occurred (in the order they were mentioned):**

**Outbound inspection; initial terminal train air brake test; EOT test; roll-by inspection of a train air brake release; switching.**

## **SUMMARY FOR FE-31-98 CONTINUED**

### **POSSIBLE CONTRIBUTING FACTORS**

#### **EVENT**

A Carman was fatally injured when struck by two rail cars rolling free during a switching operation.

#### **PCF No. 1**

The fatally injured Carman was crossing the tracks to board auto transportation to the north end of the yard where he would perform a roll-by train air brake release inspection of an outbound train. While walking perpendicular to the Yard Crew's switching movements which he could observe, the Carman stepped in front of two cars being switched, was struck by two rail cars rolling free, and was fatally injured.

#### **PCF No. 2**

The Yard Crew did not properly secure rail cars during switching operations.

**REPORT:** FE-31-98

**RAILROAD:** Illinois Central Railroad Company (IC)

**LOCATION:** Baton Rouge, Louisiana

**DATE & TIME:** Nov. 18, 1998, 12:15 p.m., CST

**PROBABLE CAUSE:** The Carman was fatally injured when he stepped in front of two cars being switched and was struck by two other rail cars rolling free.

**EMPLOYEE:**

Occupation:	Carman
Age:	56 Years
Length of Service:	31 Years
Last Rules Training:	Nov. 8, 1998
Last Safety Training:	Weekly Meetings
Last Physical Examination:	Sept. 10, 1997

### **CIRCUMSTANCES PRIOR TO THE ACCIDENT**

On Nov. 18, 1998, a Carman reported for a scheduled 8-hour shift at the Baton Rouge Yard. This work shift was scheduled for 7 a.m. - 3 p.m., his regular shift. The Carman had performed an outbound inspection and initial terminal train air brake test on LLL 44-18, a local Union Pacific train to be operated to Livonia, Louisiana. He had conducted the initial terminal train air brake test on Tracks Nos. 5 and 14. The UP Crew had doubled the train from Track No. 5 to Track No. 14. Then the Carman performed an end-of train device (EOT) test.

The EOT was armed, and the Carman was en route to the north end of the yard to perform a roll-by inspection of the train air brake release. He and the other Carman working with him in the yard were to board auto transportation, provided by the Yardmaster, to the north end of the yard. The Carman was proceeding on foot in a generally east-northeast direction across the yard to meet the other Carman and board their transportation. During this time, the other Carman, who was performing a roll-by inspection of the train air brake release for outbound train LBRGE (Local Baton Rouge to Geisner, Louisiana), was standing between the main track and the road, north of the Yard Office and south of the Allied lead. Train LBRGE was proceeding southbound on Track No. 1A.

A Yard Crew was switching cars from the switching lead onto various tracks as dictated by its switch list. This was a south-to-north movement with approximately six cars remaining to be

switched. The Carman was walking perpendicular to their switching movements and could clearly observe the Crew's activity.

The weather at the time of the accident was fair, with a temperature in the low 80's.

### **THE ACCIDENT**

The Carman stepped into the gage of the lead track, between switches for Tracks Nos. 2 and 3, was struck by two rail cars rolling free on the lead track on his right rear side, and was knocked face down between the rails. His left arm and shoulder apparently were positioned on the rail as the first of two loaded covered hopper cars that had been switched onto Track No. 1 struck him and the L4 wheel ran over his body, severing his left arm and shoulder. The force of the impact caused his hard hat to land on the end deck of the car, beneath the slope sheet. The Carman stood up and walked approximately 40 feet southward after the accident and then collapsed. The Yard Conductor saw him at this location as he fell down. The Conductor and Brakeman attempted to aid the Carman and summoned help using their radio. There were no witnesses to the actual impact and amputation.

A call was made to 911 at approximately 12:15 p.m., and emergency medical services arrived at the scene a short time later. The Carman was transported by ambulance to Baton Rouge General Hospital where he was pronounced dead at 1 p.m.

### **POST-ACCIDENT INVESTIGATION**

FRA's Mandatory Post-accident Toxicological Testing was conducted on the deceased; the results of this test were negative.

An autopsy was performed, and the immediate cause of death, as indicated in the death certificate, was determined to be exsanguination from a lacerated left axillary artery.

The employees in the vicinity of the accident reported no unusual circumstances preceding the accident.

Post-accident investigation and interviews with employees in the vicinity at the time of the accident indicate the accident occurred when the Carman apparently stepped in front of two cars which were being switched, resulting in the Carman's death.

### **APPLICABLE RULES**

The Illinois Central Railroad Transportation Safety Rules T-60 and T-70 apply.

**T-60:** Employees must:

- a) Expect the movement of trains, locomotives, or cars at any time, on any track in either direction; and

- c) Look in both directions to make sure that a locomotive, car or train is not approaching before stepping onto or crossing tracks.

**T-70** Employees must not:

- d) Cross tracks immediately in front of moving equipment.

The Carman had received training and was qualified as a Utility Employee under Illinois Central rules, which includes training on these rules.